December 2, 1975

Mrs. Rotraud M. Perry
5272 River Road, Suite 690
Washington, D.C. 20016

Dear Mrs. Perry:

Enclosed is a copy of the "Prior Sexual Conduct Evidence Act of 1975" that Mr. Hobson introduced before the City Council today, as well as some background information.

We appreciate your comments and suggestions in drafting this legislation and hope you will be able to comment on the bill when the Committee on the Judiciary holds public hearings.

Thanks again for your help and we will stay in touch.

Sincerely,

Paul Sanders Brown
Executive Assistant

Enclosure

February 5, 1976

Judge Barrington Parker
3115 Fessenden Street, N.W.
Washington, D.C. 20008

Dear Barrington:

I read of your accident in the papers yesterday, but as you have done with other things you seem to be going through fine. You have my best wishes.

Keep up the good fight!

Sincerely,

Julius W. Hobson

February 5, 1976

Mr. Richard Quay, Vice President
Wheelabrator-Frye
5404 Galena Place, Northwest
Washington, D.C. 20016

Dear Mr. Quay:

The Council of the District of Columbia is presently considering approval of $9.6 million for a resource recovery facility based on a study done by the National Center for Resource Recovery.

A number of Councilmembers feel that other resource recovery systems designed to recover energy were not adequately explored during the process of selecting the design proposed for the FY 1976 capital budget. There is interest in looking at other resource/energy recovery systems in more detail before making a final decision on which type of facility the District should build.

Because Wheelabrator-Frye has designed, constructed, and put into operation a facility which recovers energy and materials, I would like to have some detailed information on exactly what is the advantage of your system for the District. How would it help the City Government in dealing with its solid waste management problems? In providing your ideas, we would also appreciate an evaluation of the success and cost of your refuse boiler system as it has operated in Saugus, Massachusetts. Could we have this information by February 29th?

Please call my Executive Assistant, Sandy Brown, telephone: 724-8073, if you have additional questions. I will certainly appreciate any help you can give the Council on this complex issue.

Sincerely,

Julius W. Hobson
Councilman at Large

February 23, 1976

Mr. Ted Prahinski
1901 Plymouth Street, N.W.
Washington, D.C. 20012

Dear Mr. Prahinski:

Thank you for sending me the information on the Motor Fleet Management Surveyor Division of the District. I am sure the Committee on Government Operations considered your views during the budget deliberations.

Sincerely,

Julius W. Hobson
Councilman at Large

February 2, 1976

Honorable Julius Hobson, Sr.
Member, D.C. City Council

Dear Councilman Hobson

I am inclosing a copy of a letter which I hand-carried to Arrington Dixon's office today. In summary, it strongly protests the proposed abolition in the Fy-77 budget of the Motor Fleet Management Function of The Department of General Services which has produced an $800,000 annual savings in the operation and management of the D.C. Motor Fleet and a $20,000,000 predicted five year savings by instituting innovative yet sound management improvements.

Costs $400,000

I urgently solicit your support to retain this productive and cost-saving unit in the D.C. Government.

Sincerely,

Ted Prahinski

Ted Prahinski
Tel. 723-5959

Attachment

Hon.
~~Mr.~~ Arrington L. Dixon
8227 West Beach Terrace, N.W.
Washington, D. C. 20012

1901 Plymouth Street, N.W.
Washington, D.C. 20012

February 1, 1976

Dear Arrington:

Re: D. C. Council Government Operations Committee proposed cuts in Motor Fleet Management, Surveyor, etc.

Congratulations on your Committee's successful campaign to effect a savings of $110,000 on council office space renovation. The only way that the budget can be intelligently cut is by officials who know where the savings can be made. The City Council is providing a good example in this regard.

I am fearful, however, that other cuts voted by the Government Operations Committee, which were reported in the press on January 30, may have the undesirable effect of cutting the staff people which the Executive Branch sorely needs to ferret out unproductive areas that can be cut. I have been learning from a neighbor of mine, Ron Mordecai, of the inefficiencies which he found in the operation, maintenance and overall management of the nearly five thousand vehicle D.C. motor fleet and the substantial savings and improvements in management he has been able to achieve. His program is not a "nice-to-have" activity. It is a practical "grass-roots" group which works on a close basis with fleet managers to improve submarginal areas of equipment utilization, improve maintenance management and reduce operating costs. I remember particularly his recent disclosure that FY 1976 fleet maintenance costs are about equal to FY 1975. I consider this to be a significant achievement considering today's economic escalation.

When I saw that the Government Operations Committee recommended cutting his program I called Ron and persuaded him to give me the fact sheet which I have attached herewith. He did not call me. By the way, Ron is a highly experienced logistic.manager who has contributed weightily to improved Fleet Management in The D.C. Government.

The fact sheet shows that $800,000 savings have been achieved. Since our phone call I have checked and found these are annual savings. The funding cost for the four-man staff approximates $100,000 annually. These are the savings:

A Motor Fleet Management Information System which provided fleet and vehicle cost data for the first time in the D.C. Government. It supplanted three systems which failed.

Savings $116,000

Improved maintenance management methods to indicate deficient shop operations and non-cost effective equipment.

Savings $500,000

Improved vehicle specifications for equipment acquisition.

Savings $150,000

Reduction in use of government owned vehicles for home to work transportation through intensified management.

Savings $ 25,000

A newly developed five year fleet revitalization program predicts savings (in excess of $20,000,000) through a five percent reduction in equipment, specific designation and strict control of funds for fleet operations and acquisition of new equipment.

Your comment on the unavailability of transportation for the official use of the Council is a proper and a legitimate complaint. Although overall surveillance of fleet operations in the government is within the purview of the Motor Fleet Management functions of the Department of General Services, the actual operation and management of the D.C. Taxi Fleet is under the direct control of Douglas Schneider, Director of the Department of Transportation. I feel that a strong approach to Schneider would elicit improved service to the Council.*

The Executive Branch may be at fault here in failing to provide the Council with the information it needs for its budget review process. I hope that your Committee has taught them to provide an unfiltered channel of information.

Sincerely,

Ted

Ted Prahinski

Inclosure

* P.S. I have suggested to Ron, and he has agreed, to contact DOT on this matter.

F A C T S H E E T

MOTOR FLEET MANAGEMENT PROGRAM

The District of Columbia motorized fleet currently consists of 4816 pieces of motorized equipment with a current replacement value of $53,000,000.

Total FY-1975 maintenance and operating dollar expenditures plus acquisition of new equipment totaled approximately $14.5 million dollars.

There was a substantial expenditure in FY-1975 for rental and leased equipment (in excess of 1 million dollars).

The fleet is a highly complex activity which must be fully responsive to a multiplicity of challenging responsibilities in a dynamic and sensitive environment. Its use has been integrated into operations to such a degree that any loss of its capability is critical to the accomplishment of the D. C. Government missions.

Historical Background

The general operating philosophy which typified departmental motor fleet operations prior to the institution of this Government's Motor Fleet Management Program was that most of their activities were somewhat autonomous, each responsible for most of the functions in support of its activities. Operational patterns and managerial controls had little similarity.

The Motor Fleet Management Program was activated in the Department of General Services in July 1972 in accordance with General Accounting Office recommendations (reviews of March 1959, May 1961 and July 1971) and the Nelsen Commission Report, August 1972. These reports were strongly critical of this Government's management of its motor fleet activities.

The General Accounting Office and Congressional Committees have instituted a number of inquiries on the status of this program since that time. They would really criticize home runs - if we dropped a program saving $800,000/yr - with a $4.8 Mln/yr potential - to save only $100 K

Staffing - Motor Fleet Management Division

Four (4) personnel assigned.

Workload

The Motor Fleet Management Program Plan delineates two hundred

and four man-months effort for Fiscal Year 1976 and beyond.

The foregoing tasks are critical to the efficient management of this Government's motor fleet activities and must be accomplished by some staff agency.

PROGRAMMATIC SAVINGS
MOTOR FLEET MANAGEMENT PROGRAM

The motor fleet management program has been successful in achieving a savings return far in excess of the cost expenditure.

1. The District Government Motor Fleet Management Information System

The District-wide computerized management information system is the essential management tool utilized to pinpoint problem vehicles and inefficient repair practices. The system is installed and operating at an annual cost of $59,000.00 to provide a management capability for the Department of Environmental Services, Fire Department, and Transportation to include the Departments of (Human Resources, Recreation and General Services) and Corrections. It replaced three similar systems costing in excess of $175,000.00 per year for personnel and computer services. The present system is far superior in data standardization and management useability. Net savings in excess of $116,000.00 per year.

2. Estimated Savings - Maintenance

Effective management support has been rendered to departmental fleet managers in evaluation of maintenance activities to indicate deficient shop operations and non-cost effective motorized equipment. Estimated savings - $500,000.00.

3. Standardized Policies and Procedures

Although cost savings are not easily equatable in this area, standardized policies and procedures have been established through publication of a Materiel Management Manual, several Mayor's Orders and other Administrative Issuances which furnish policy and technical guidance pertaining to the motor fleet in the District Government.

4. Vehicle Acquisition

Extensive effort has been expended in developing specifications for motorized equipment which will give improved performance, be in compliance with the Occupational Safety and Health Act and provide improved utilization. Cost savings are difficult to define specifically, but an overall cost savings of $150,000.00 is supportable for this activity.

5. Use of Government-Owned Motor Vehicles for Home-to-Work Transportation

The Department of General Services has published several media over the past three years which have resulted in a reduction from 119 vehicles utilized for take home purposes in 1974 to 57 vehicles presently authorized for this purpose. Estimated savings - $25,000.

6. The Motor Fleet Revitalization Program

The Department of General Services (Motor Fleet Management Division) has developed a five-year program for revitalizing the District motor fleet. Critical elements of the program are a five percent (5%) reduction in the density of equipment and specific designation and control of funds for departmental fleet operations and acquisition of new equipment. If approved for implementation, a savings in excess of $20,000,000 over a five-year period can be predicted.